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HISTORY OF AMERICAN RAILWAYS

With Special Emphasis on
the Man Factor in their Development

BY

H. T. NEWCOMB

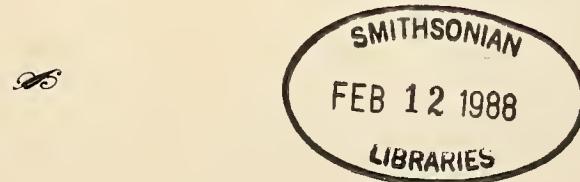
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“Railway Economics,” “Postal Deficit,”
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Chairman of the Trunk Line Association



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A History of American Railways

HE RAILWAY WORLD takes pleasure in announcing that it has in preparation a comprehensive History of American Railways. The text of the work, which will contain appropriate illustrations and photographs, is being written by Mr. H. T. Newcomb, of the Washington, D. C., bar, author of "Railway Economics," "The Postal Deficit," "The Work of the Interstate Commerce Commission," "Constitutionality of the Delegations in the Interstate Commerce Law," etc., etc., in collaboration with Mr. C. C. McCain, Chairman of the Trunk Line Association.

The magnitude of the undertaking and the responsibility for a worthy presentation of the significant facts in the upbuilding of the magnificent and highly efficient American Railway System are fully realized. Neither labor nor expense will be spared in the effort to make the record accurate and complete and the form and manner of presentation adequate and dignified.

The timely need for such an undertaking is beyond question. Although the generation which witnessed the earliest beginning of railway transportation has not yet wholly passed away, recorded evidence of the conditions and results of early experiments is already scanty and valuable testimony of eye-witnesses of either is rapidly disappearing. If the record even of that marvelously constructive period which followed hard upon the Civil War, and which, given brief pause by the panic of 1873, did not end until the beginning of the last decade of the nineteenth century, is to be preserved, the efforts to this end should not be delayed.

The momentous story of the railways of the United States must not be allowed to pass from human recollection. Such passing has been the far too common fate of industrial achievement. The builder builds; in his zeal to realize the magnificence of his secret conception, he seldom has much patience with those who do not share his visions; he cannot pause in his life work to describe his ideals, to define his methods or to record his aspirations. Those who would know either must search for the meaning hidden in granite column, in marble façade, in gracious arch, in Gothic spire or massive dome. Therefore, a thousand volumes of history tell of warfare and politics for every one that tells of progress in the peaceful arts which feed, clothe and shelter those to whom warfare would bring famine and pestilence,

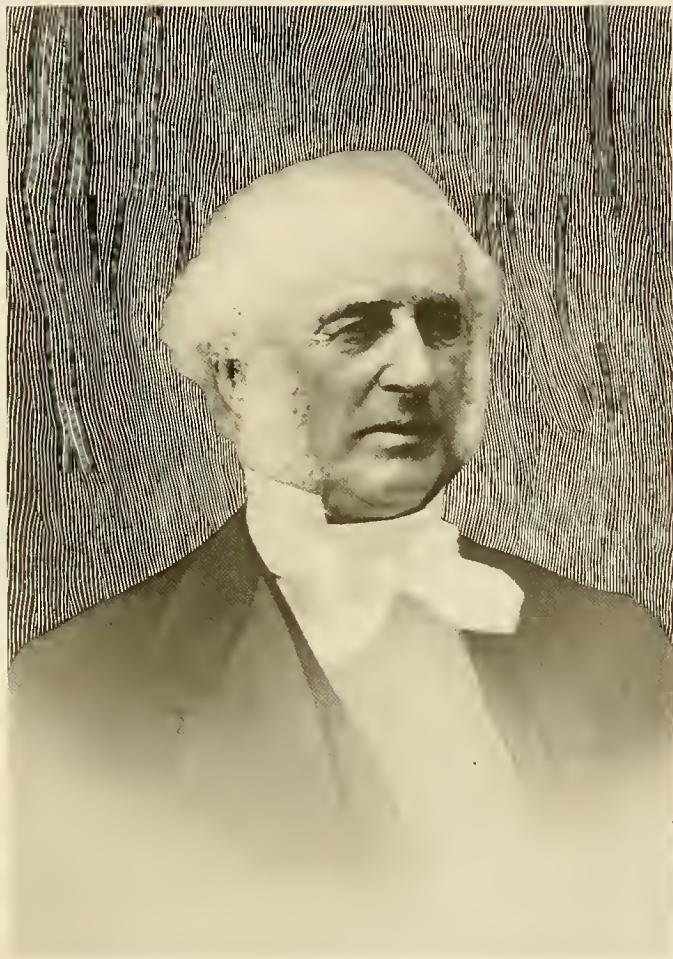
and to whose daily life politics too frequently means unproductive controversy, class prejudices and national envy and distrust. Thus, the story of the anti-railway agitation and legislation of the "Granger Period" is political history that has been and will be repeatedly written, but the story of the building and development of the great "Granger Railways," without which the "Granger States" must have continued to be the home of the savage and the buffalo, uncultivated, wild and almost worthless, is still unwritten and is fast vanishing from memory.

The Railway System of America is a fact which is misunderstood in the proportion in which its history, and the conditions out of which that history has grown are misconceived or forgotten. To comprehend railway conditions and necessities today, it is essential to know something of the railways of yesterday, their needs and their history.

Any earnest and sympathetic effort to meet the suggested need will, it is believed, be welcomed by a large body of students, publicists, legislators and railway men. The ideal which the publishers have in view is nothing less than a comprehensive record of American Railway History from its earliest beginnings to its latest and most conspicuous modern achievements.

As most unmistakably the varied and successive steps in this development have been dominated by men of tremendous economic vision, of high character and abundant courage, equipped not only with the industrial imagination necessary to see visions, but with the industrial faith to believe in them and the industrial genius to make them real, it is both proper and necessary that the "History of American Railways" should be very largely the history of the great men by whom the facts of that history were conceived and created.

The affairs of the railways have found publicity in recent years in innumerable forms, but there has been no undertaking to prepare a history of the transportation industry which assembles in logical, accurate and comprehensive manner the story of the inception and growth of this industry and the activities and accomplishments of those associated with it. The "History of American Railways" will present an historical and biographical record of this character.



COMMODORE CORNELIUS VANDERBILT
First President New York Central & Hudson River Railroad,
1869-1877



WILLIAM H. VANDERBILT

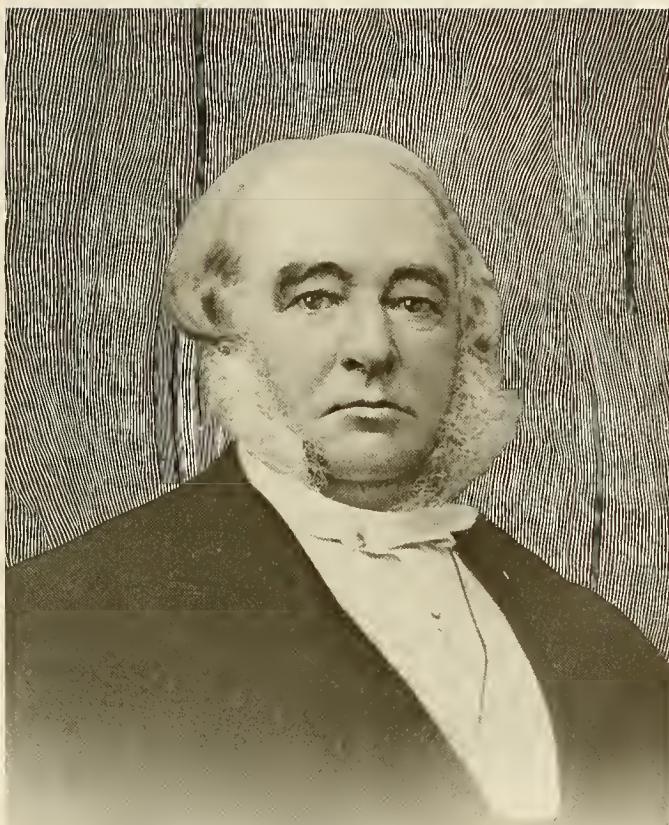
President New York Central and Hudson River Railroad
Company and Lake Shore and Michigan Southern
Railroad Company

1877 to 1883

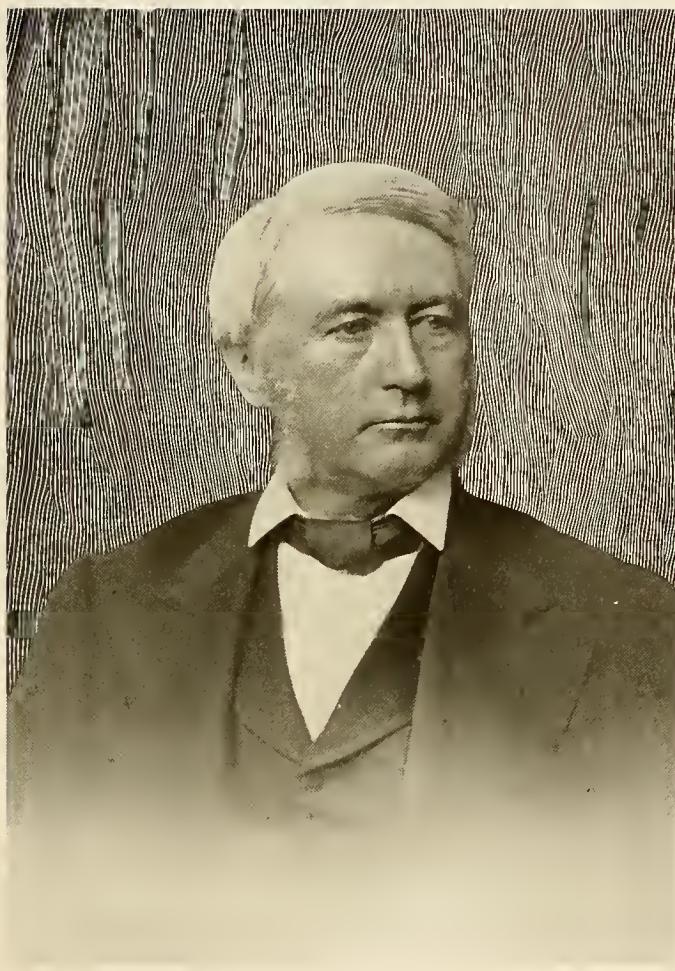


JOHN W. GARRETT

President Baltimore and Ohio Railroad Company
1858 to 1884



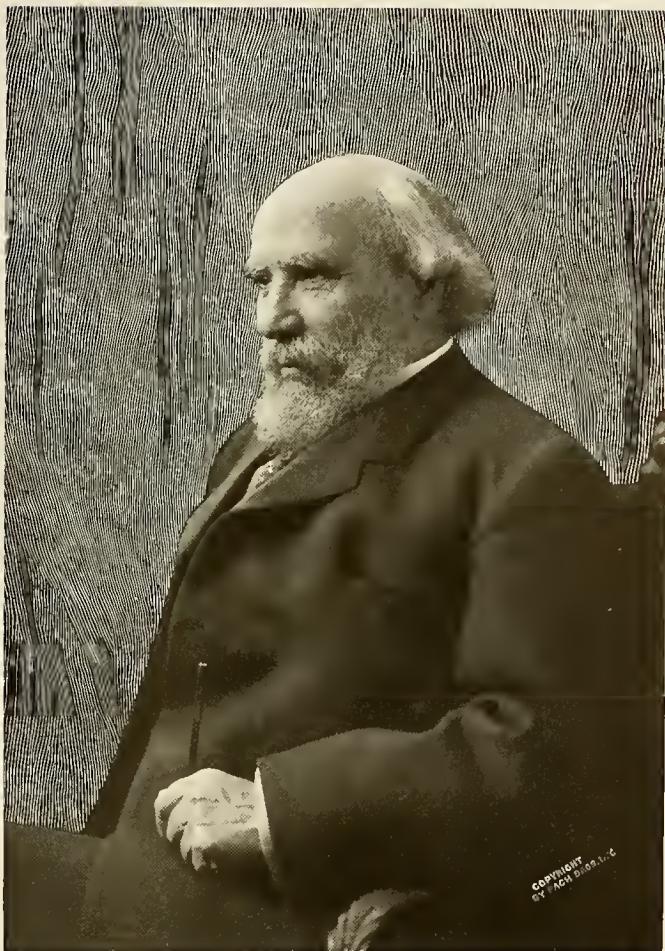
JOHN EDGAR THOMSON
President Pennsylvania Railroad Company
1852 to 1874



COLONEL THOMAS ALEXANDER SCOTT

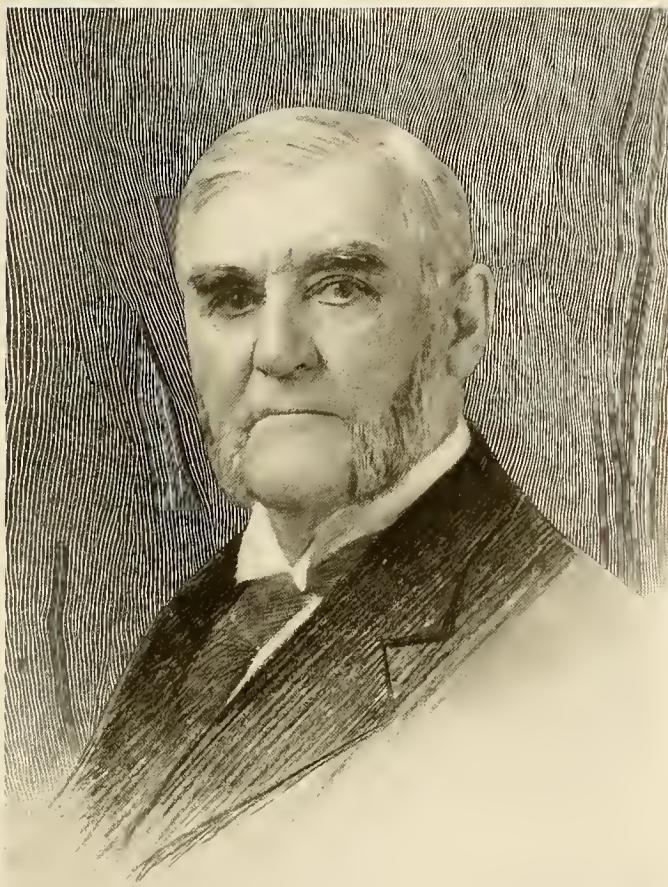
President Pennsylvania Railroad Company

1874 to 1880



JAMES JEROME HILL

Founder of the Great Northern Railway Company



MARVIN HUGHITT

Chairman Board of Directors, Chicago and Northwestern
Railway Company

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